

SHIPPING INTELLIGENCE.

DEPARTURES.

April 11.—Albion, schooner, 84 tons, Captain Shaw, for the South Sea Islands.
April 11.—Gaul, brig, 160 tons, Captain Oliver, for the whaling grounds.

CLEARANCES.

April 11.—Eleanor Lancaster, barque, 450 tons, Captain Lodge, for Auckland via Newcastle. Passenger, Mr. R. King.
April 11.—Rebecca Sims, American ship, 400 tons, Captain Taber, for the South Sea Islands.

PROJECTED DEPARTURES.

This Day.—Christina, for Port Phillip; Palmyra, for Auckland; Eleanor Lancaster, for Auckland via Newcastle.
To-morrow.—Ema, for London; Phoebe, for Port Phillip.

COASTERS INWARDS.

April 11.—Sister, schooner, 150 bushels, with 58 tons coals; Primus, 34, Howard, from Newcastle, with 50 tons coals; Brothers, 27, McCauley, from Newcastle, with 35 tons coals; Bride, 19, Bowden, from the Hawkesbury, with 100 bushels grain, 150 bushels maize, 8000 feet timber, 8000 shingles; Midas, 20, Johnson, from Broulee, with 30 tons potatoes; Glenduart, 40, Gregory, from the Bellinger River, with 2000 feet cedar; Raleigh, 19, Cox, from Brisbane, with 7000 feet timber, 40,000 shingles; Rose, steamer, 172, Pattison, from Morpeth, with 62 bales wool, 150 bushels grain, 51 trusses hay, 25 bags bran, 10 casks tallow, 2 bundles sheepskins, 15 pigs; William the Fourth, steamer, 131, Sullivan, from Wollongong, with 160 bales grain, 102 casks butter, 40 trusses hay, 100 sides leather, 40 casks ale, 30 pigs, 10 calves.

COASTERS OUTWARDS.

April 11.—Maitland, steamer, 103, Parsons, for Morpeth, with sundries; Brothers, 27, McCauley, for Newcastle, in ballast; Rainbow, 19, Cox, for Brisbane, with sundries; Bride, 19, Bowden, for the Hawkesbury, with sundries; Sister, 15, Campbell, for Newcastle, in ballast; James and Amelia, 33, Higgins, for Newcastle, in ballast; Young Billy, 19, Caruso, for the Hawkesbury, with sundries; Queen, 14, Foote, for the Hawkesbury, with sundries; Currensey Lass, 33, Williams, for Broulee, in ballast; William the Fourth, steamer, 131, Sullivan, for Wollongong, with sundries; Primus, 34, Howard, for Newcastle, in ballast.

EXPORTS.

April 11.—Ema, barque, 381 tons, Captain Smith, for London: 259 bales wool, Thacker and Co.; 52 bales wool, 14 casks black oil, 110 bags sugar, Boyd and Co.; 119 bales wool, 6 tons kauri gum, 8 packages apparel, Donaldson and Co.; 113 bales wool, W. Walker and Co.; 68 bales wool, J. T. Armitage and Co.; 40 bales wool, T. Holt, jun.; 52 bales wool, Campbell, 113 bales wool, 51 casks tallow, M. Joseph; 23 casks sperm oil, Flower, Salting, and Co.; 23 casks tallow, Benjamin and Moses. Total—737 bales wool, 74 casks tallow, 6 tons gum, 128 casks sperm oil, 14 casks black oil, 310 bags copper ore, 13 packages sundries.

April 11.—Rebecca Sims, American ship, 400 tons, Captain Taber, for the South Sea Islands: 1094 barrels sperm and 12 barrels coconut oil, cargo.

April 11.—Christian, brig, 126 tons, Captain Saunders, for Port Phillip: 42 tons coals, Hunter River Steam Navigation Company; 10 casks lemon rind, 4 casks and 2 casks blacking, J. V. Lavers and Co.; 11 casks ale, 4 rolls lead, 17 bags maize, 1 cask lime juice, 2 casks arrowroot, Russell; 1 casked currants, 80 kegs lead, 1 cask varnish, George Thorne; 5 packages merchandise, J. S. Dismore; 1 cask hardware, B. Thompson; 12 casks books, J. Moore; 17 bags maize, H. Moore; 8 cases vinegar, H. Dent; 1 case stationery, W. Crego; 1 weighing machine, Prouse, Salting, and Co.; 211 deals, 40 bundles iron, 2 bays maize, 2 pair pulleys, 20 casks beer, Smith, Brothers, and Co.; 16 packages furniture, Mrs. Goodfellow, 1 parcel books, W. and F. Ford; 6 packages furniture, Stone; 1 case saddlery, J. F. Plaxman; 11 packages furniture, Carter; 6 boxes suit, 6 bundles fruit, 1 cask varnish, J. Plaxman; 4 cases, H. Black; 18 packages furniture, Walmsey.

April 11.—Palmyra, brig, 143 tons, Captain Lindsey, for Auckland: 72 head of cattle, C. Casey; 20 bags kauri gum, G. F. Lindsey.

SHIPS' MAIL.

Mails will be closed at the Post Office as follows:—
For Auckland.—By the Palmyra, this day, at noon.
For Port Phillip.—By the Phoebe, this evening, at six.
For London.—By the Ema, this evening, at six.

SHIPS IN HARBOUR.

Atchafalpa, French ship, 312 tons, Marceau, at the Circular Wharf; Joubert and Murphy, agents. Refting.
Breeze, schooner, 32 tons, Godwin, in the Cove; B. S. Lloyd, agent. For sale.
Brimble, H. M. S., 167 tons, Lieutenant, in Farm Cove. Refting for a surveying cruise.
Blair, barque, 341 tons, Mordy, at Campbell's Wharf; J. B. Metcalfe, or P. E. Fawcett, agent. Loading for London.
Eleanor Lancaster, barque, 450 tons, Captain Lodge, at Campbell's Wharf; J. B. Metcalfe, or P. E. Fawcett, agent. Loading for London.
Christina, brig, 126 tons, Saunders, at the Flour Company's Wharf; Smith Brothers, agents. Refting.
China, barque, 360 tons, Louit, off Boyd's Wharf; Boyd and Co., agents. Refting.
Chasley, ship, 615 tons, Aldrich, at Campbell's Wharf; G. Heist and Alexander, agents. Loading for London.
Clarkston, whaling barque, 230 tons, Nixon, at Fotheringham's Wharf; Fotheringham, agent. Refting.
Henry, schooner, 31 tons, Baker, at Town's Wharf; R. Towns, agent. Refting.
John and Charlotte, schooner, 95 tons, at Street's Wharf; T. Brooker, agent. Loading for London.
Jane, barque, 360 tons, Pallot, in the Stream. L. and B. Spry, agents. About to sail for Bally.
Josephine, barque, 310 tons, Smith, at Town's Wharf; Lyall, Scott, and Co., agents. Loading for London.
Kingston, barque, 279 tons, Harwood, at Moore's Wharf; George Thorne, agent. Discharging, and advertised for freight or charter.
L'Ariane, French corvette, 30 guns, Commodore Duteuil, in the stream. Refting.
London, barque, 388 tons, Williamson, in the Cove; F. Mitchell, or G. Heist, agent. Loading for New Zealand and China.
Lynbar, brigantine, 166 tons, Strachan, off Campbell's Wharf; Smith and Campbell, agents. Refting.
Ludy Margaret, brig, 234 tons, Mills, at Deloitte's Wharf; H. Moore, agent. Loading for London.
Marmion, ship, 388 tons, Fletcher, at the Circular Wharf; Griffiths, Fleming, and Co., agents. Loading for London.
Middleton, barque, 414 tons, Fyall, at Campbell's Wharf; G. Heist and Alexander, or Robert How and Co., agents. Loading for London.
Mount Wollaston, American whaling barque, 235 tons, Bowen, in the Stream; S. Wilkinson, jun., agent. Ready for sea.

Massapa, ship, 163 tons, Mordant, at Town's Wharf; H. Moore, agent. Discharging.
Minerva, schooner, 82 tons, Birkenhead, at Kaitiaki Wharf; G. Thornton, agent. Loading for Auckland.
Nile, American ship, 322 tons, Hamlin, in the Cove; S. Wilkinson, jun., agent. Refting.
Pacific, American barque, 314 tons, Aldon, in Mossman's Bay; S. Wilkinson, jun., agent. Undergoing repairs.
Pandora, barque, 297 tons, Cobb, at the Circular Wharf; J. B. Metcalfe, agent. Loading for London.
Palmyra, brig, 143 tons, Lindsey, at Esbworth's Wharf; W. Dawes, agent. About to sail for Auckland, with stock.
Pari, brig, 143 tons, Gwatkin, at Kaitiaki Wharf; J. S. Willis, agent. Loading for Launceston, via Newcastle.
Phebe, schooner, 89 tons, Bennett, at the Flour Company's Wharf; Sheppard and Alger, agents. Loading for Port Phillip.
Rasmussen, H. M. S., Captain Owen Stanley, in Farm Cove. Discharging for surveying cruise.
Rebecca Sims, American ship, 400 tons, Taber, in Neutral Bay; S. Wilkinson, jun., agent. Ready for sea.
Reginald Heber, barque, 379 tons, Macfarlane, at Campbell's Wharf; McIntosh and Hirst, agents. For freight or charter to Calcutta.
Robert Byers, barque, 311 tons, Morrison, at Moore's Wharf; M. Joseph, agent. Discharging, and advertised for Port Nicholson.
Sarah Ann, two-masted schooner, 194 tons, Dunnett, in the Cove; R. Campbell, tertius, agent. Refting.
St. Vincent, ship, 629 tons, Young, off Campbell's Wharf; Brown and Co., agents. Loading for London.
Steamer, barque, 344 tons, Dewar, at Town's Wharf; R. Towns, agent. Refting.
Syren, brig, 177 tons, Guilbert, at Moore's Wharf; R. Ramsay and Co., agents. Discharging.
Swallow, barque, 343 tons, Anderson, off Deloitte's Wharf; H. Moore, agent. Discharging, and for freight or charter to New Zealand.
Tropic, barque, 502 tons, Tucker, at Deloitte's Wharf; Tucker, Lingard, and Co., agents. About to sail for Auckland with stock.
Terror, schooner, 95 tons, Dunning, at Moore's Wharf; Thacker and Co., agents. Refting.
Tropic, barque, 382 tons, Robertson, at Fotheringham's Wharf; G. Heist and Alexander, agents. Loading for London.
Tam O'Shanter, barque, 270 tons, Marienberg, at the Flour Company's Wharf; H. T. Ford, agent. Refting.
Winlow, American barque, 263 tons, Simons, in the Cove; G. Thornton, agent. Recruiting.

VESSELS EXPECTED IN SYDNEY.

FROM LONDON.
Saisa, schooner, 130 tons, Webster, Dec. 15.
Catharine, ship, 500 tons, Hewitt, (P.O.P.), December 16.
Acheron, I.L.M. steam-sloop, Capt. Stokes, R.N. Brakenbury, ship, 740 tons, Monro, Dec. 19.
Hutchinson, ship, 410 tons, Carr, Dec. 25.
Salamanca, barque, 510 tons, from Plymouth, with emigrants, December 25.
Sydney, barque, 345 tons, White, (P.O.P.), January 1.
Ann Bates, barque, 377 tons, Slaughter, January 10.
Honduras, barque, 362 tons, Cayzer, January 15.
Kiplington, barque, 426 tons, Tullman, Jan. 20.
Theia, barque, 460 tons, Cass, from Plymouth, with emigrants, January 28.

FROM LIVERPOOL.

Ennervide, barque, 343 tons, Boddie, December 18.

FROM MORETON BAY.

Ann Mary, schooner, 49 tons, Brown.
Elizabeth Jane, schooner, 43 tons, Stricker.
William, schooner, 62 tons, Steele.
Taurar, schooner, 130 tons, Allen.

FROM PORT PHILLIP.

Giraffe, ship, 260 tons, Collins.
Theia, schooner, 94 tons, Robinson.
John, schooner, 40 tons, Mitchell.
Shannon, steamer, 200 tons, Gilmore.
Diana, brig, 103 tons, Ball.

FROM PORTLAND BAY.

Mary Ann, schooner, 60 tons, Stanes.
Ewington, brig, 123 tons, Mills.

FROM CIRCULAR HEAD.

Teeser, schooner, 58 tons, O'Brien.
Wanderer, schooner, 131 tons, Croston.
Waterlily, schooner, 155 tons, Cundell.

FROM ADELAIDE.

McLachlan, ship, 653 tons, Coombes.
Emu, brig, 121 tons, Osborne.
Phantom, brig, 125 tons, Fox.
Dorset, brig, 32 tons, Walsh.

FROM NORFOLK ISLAND.

Governor Phillip, brig, 188 tons, Handley.
Paraveaux, schooner, 82 tons, Wood.
Harlequin, schooner, 62 tons, Chinery.
Miles, ship, 105 tons, Low.
Miles of King, brig, 132 tons, Heslop.
Kelo, ship, 367 tons, Roxburgh.
William, barque, 324 tons, Johnson.
Cacique, barque, 141 tons, McKie.
Gundee, barque, 348 tons, Mitchell.
Lord Hobart, brig, 161 tons, Sullivan.
Mauk, brig, 106 tons, Hughes.
Debra, schooner, 123 tons, Nagle.
Despatch, schooner, 131 tons, Plant.
Constance, schooner, 110 tons, Cummings.
Ralph, barque, 253 tons, M'Laure.
Cheerful, schooner, 123 tons, Jones.
Star of China, schooner, 101 tons, Dowker.
Raymond, barque, 499 tons, Hart.
Fanny, barque, 273 tons, Smith.

FROM THE SOUTH SEA ISLANDS.

Rover's Bride, ketch, 49 tons, Lewis.
Ariel, schooner, 72 tons, Sturgeon.
Vanguard, schooner, 61 tons, Richards.
Elizabeth, barque, 175 tons, Brown.
John, schooner, 54 tons, Cummings.
Isabella Anna, barque, 236 tons, Bradley.
Avon, barque, 263 tons, Cooper.

FROM CHINA.

Sir John Ding, brig, 100 tons, Mackenzie.
Young Hebe, schooner, 75 tons, Cowan.
Portland, brig, 220 tons, Lancaster.

FROM CALCUTTA.

Frank, brig, 231 tons, Simpson.
Gazal, barque, 309 tons, Wood, via Hobart Town.
Spec, schooner, 175 tons, Burns.

FROM MANILA.

Woodlark, barque, 234 tons, Clarkson.
Sea Nymph, barque, 406 tons, Grange.
Victoria, barque, 558 tons, Lamington.
Jolein, brig, 161 tons, Johnson.
Richard and William, brig, 163 tons, Brigstock.

FROM THE BRITISH ISLANDS.

Rosetta Joseph, barque, 284 tons, Patrick.
Fanny Fisher, barque, 268 tons, Harrold.

THE BRIG GIRAFFE CALLED FROM PORT PHILLIP FOR SYDNEY, ON THE 2ND INSTANT; AND THE BARQUE ALICE MAUD, FOR LONDON, THE SAME DAY.

The ship was to leave Hobson's Bay, for Sydney, on Thursday last.

THE SCHOONER MOUNTED, HAYLE, FROM THE MAURITIUS, WITH A CARGO OF SUGAR, ARRIVED AT HOBART TOWN ON THE 21ST ULTIMO.

The schooner Mary Ann, hence, arrived at Portland Bay on the 28th March.

DIARY.

MEMORANDA FOR THIS DAY.
April 11. WEDNESDAY [6 22 15 38] 3 25 1 2
Full Moon, 25 m. to 1 A.M., April 19.

THE PUBLIC-SUBSCRIBERS.

To this Journal paying in advance are ten per cent. discount on paying punctually in advance at the commencement of the quarter. Persons wishing to decline must say all appears.

ROYAL VICTORY THEATRE.

Under the immediate patronage of Captain OWEN STANLEY, Lieutenant Yule, and Officers of H. M. S. Rattlesnake and Bramble. Mr. TOWNING, in announcing his FAREWELL, has expressed his regret that he has never been able to merit. The Evening's Entertainment will commence with Edward Fitzball's Nautical Drama, entitled THE HAUNTED HULL! or, A BRITISH SAILOR'S FIDELITY. Raker, Mr. Spencer; Caleb Caulder, Mr. Rogers; Sam Sprout, Mr. F. Howson; Richard Oakum, Mr. Anson; Stephen Barrell, Mr. J. Howson; Suzette, Mrs. Guerin; Patty Maggs, Madame Torming. Comic Song, "I'm Ninety-Five," Madame Torming. Pas de Deux, Misses Griffiths. To be followed by the fifth Act of A NEW WAY TO PAY OLD DEBTS. Sir Giles Overreach, Mr. Nesbitt; Lady Allworth, Mrs. Guerin. Song, "Hurrah for the Road," in character, Mr. J. Howson. Comic Duet, "Wandering Savoyards," Mrs. Guerin and Mr. F. Howson. To conclude with a selection of Comic Scenes from the Pantomime, entitled PANTOON IN BOOTS. Clown, Mr. Torming; Pantaloon, Mr. Riley; Harlequin, Signor Casandini; Columbine, Madame Torming.

THE Sydney Morning Herald.

WEDNESDAY, APRIL 12, 1848.

"Sworn to no Master, of no Sect am I."

THE RESOLUTIONS ON EXILISM.

WHEN we last week expressed our want of confidence in Mr. WENTWORTH, as the mover of the resolutions respecting Earl Grey's plan of Exilism, we certainly did not anticipate that the honorable and learned gentleman would go out of his way to prove that we were right. Unfavorably as we thought of him, in connection with this measure, we yet gave him credit for a degree of shame and of respect for public opinion which he has taken especial pains to repudiate. It turns out, that so tough is his moral sense, that he glories in the transaction which, politically speaking, has lost him his good name; and that so *outré* is the idiosyncrasy of his patriotism, that he denounces the voice of his country as the clamour of fools and fanatics!

Had this singular "representative of the people" contented himself with a modest statement of his reasons for proposing the resolutions, and had the Council coupled with his resolutions those further stipulations which were so obviously needed, we should have had much pleasure in avoiding a recurrence to this very disagreeable subject. As it is, we should be wanting in our duty to the intelligent and virtuous colonists, and to the character of our own journal, were we to allow the debate and the decision to pass unnoticed.

We must say one word—or little more than a word—to the oft-repeated and oft-refuted truth, that the opposition of last year to the threatened renewal of transportation was the act of the lower orders of the community. That the working classes took a part in it, we are proud to admit, for they thereby evinced a correctness of moral feeling highly to their credit. Nor is Mr. WENTWORTH a jot more entitled to twist them with a jealousy of convict competition in the labour market, than they have to twist him with a sordid craving after the profits of convict slavery. The pro-convict woolgrower indulging himself in the imputation of selfish motives of this sort is very much in the position of the devil reproving sin. But the notorious fact is, that in the movement referred to, the working classes were not merely supported, but led on, by the great bulk of the classes above them. In proof of this, we need only refer to the names of the gentlemen who took a prominent part at the public meetings held all through the colony; to the signatures appended to the numerous petitions; and to the course pursued by every portion of the respectable Press. We have more than once asserted, without being contradicted—and we venture to repeat the assertion once more—that had the entire adult population, above the grade of what is understood by the "working classes," been polled on the question of approving or condemning the Transportation System, whether as propounded in Mr. Grey's Despatch, or as amplified in Mr. WENTWORTH'S Report, not one in a hundred would have voted in its favour.

But the honorable member places himself on the fact, and finds "consolation" in the belief, that on this subject "a great change has come over, not only the opinions of members of that house, but over the spirit of the community at large" including that "same Press" which had once poured upon his innocent head all sorts of "unmeasured abuse." Leaving the "house" to speak for itself, we can undertake to say for the community at large, and for the portion of the Press with which we are connected, that Mr. WENTWORTH'S fact is a pure fiction. No change whatever has taken place. The community and its Press are to this hour as much opposed to the Transportation Report, and to the entire system which it abets, as they ever were. And, for our own parts, we must deny that in leading a not unfavourable ear to Earl Grey's plan, we have undergone any change whatever. Long before that plan was mooted by his lordship, we had intimated our willingness to concur with the Home Government in any measure that should have for its object the removal of these colonies, with certain provisos, of a proportion of such British criminals as had undergone their punishment, and given reasonable evidence of a reformation of character. Where, then, is the symptom of "change"?

To dwell upon the mass of sophistries and self-contradictions by which the honorable member tries to make out that "the two measures," the Transportation of Lord Grey, are "identically the same," would be a sheer waste of time. If there be no difference between a criminal under punishment, and a criminal after punishment—between a reformed and an unreformed offender; if there be no truth in the testimony borne by hosts of competent witnesses, in the United States, in England, and in many of the Continental dominions, as to the salutary effects of a well-administered system of imprisonment; if there no difference between emptying upon our shores the entire contents of all the gaols, hulks, and penitentiaries of England, making

with their recent and unrepented crimes, and a limited deportation of criminals whose conduct has earned a large measure of personal freedom; if there be no difference between a penal settlement and a free colony, no difference between assigned servants and willing labourers, between slavery and liberty—then, we must admit, the Transportation of Mr. WENTWORTH'S Report and the Exilism to which we have given a hesitating consent, are "identically the same." But if, on the other hand, there be that difference between these several positions which we deliberately believe to exist, then are the two measures radically unlike.

But let not Mr. WENTWORTH imagine that even Exilism, with all the safeguards with which it might be fortified, is viewed by us, and the great numbers whose views we represent, with any thing like cordial good will. At best, it would have been regarded as a thing of "questionable shape," but as recognised and approved by the Council's vote, it is regarded with many painful misgivings. We shall watch its development with vigilant and suspicious eyes. We are not without confidence in the good faith of His Majesty's Government, and especially in the sound feelings of the British public. We hope these may save us from the evils of which a very slight abuse of the system would make it instrumental, and against which the Legislative Council were bound to have interposed the most vigilant and considered precautions. But our chief reliance is upon the heads and hearts of our fellow-colonists. If the system shall be found, after due experiment, to disturb our social well-being, the remedy will be in our hands. The same efforts, skilfully directed, and pursued with energy and perseverance, which demolished the Transportation System, and scattered Mr. WENTWORTH'S Report to the four winds of heaven, will soon put an end to Exilism itself.

LEGISLATIVE COUNCIL.

TUESDAY.

THE SPEAKER took the chair at the usual hour.

REV. C. WOODWARD, B.C.L.
Mr. LOWE presented a petition from the Rev. Charles Woodward, B.C.L., setting forth that the petitioners arrived in the colony as a Government Chaplain in the year 1839; and was immediately stationed at Kato, in the district of Bathurst; that in August, 1844, the Bishop of Australia offered him the rectory of St. Mark's, on the condition of his accepting the incumbency, which he accepted, and accordingly removed there with his family; that he was first surprised by the honorable the Colonial Treasurer refusing to grant him the stipend attached to the rectory, and that he was subsequently informed that the joint signature of the Rev. J. C. Cross, the incumbent, and a warrant chaplain, then, and still being resident and in possession of the glebe, whereby, and from the local circumstances, and the submission by the inhabitants of a Presbyterian Minister under the Government regulations (the petitioner), found himself in the position of curate or assistant to Mr. Cross—dependent upon his life, being obliged to hire a residence, there being no parsonage, and in a situation which was not suitable for him to procure the name requisite for the establishment of an Episcopalian clergyman; that he nevertheless attended to the duties of the Government establishments, and of the church of St. Mark's, and that he was subsequently notified by the inhabitants of a Presbyterian Minister under the Government regulations (the petitioner), found himself in the position of curate or assistant to Mr. Cross—dependent upon his life, being obliged to hire a residence, there being no parsonage, and in a situation which was not suitable for him to procure the name requisite for the establishment of an Episcopalian clergyman; 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